

GERMAN U-BOAT TORPEDOES LINER

MORE TROOPS ARE RUSHED TO REPEL FRESH MEXICAN RAIDS

Border Conditions So Alarming That Entire Twenty-sixth Infantry Takes Field With Artillery.

Brigands Cut Telegraph Wires and Banditry Continues All Along Rio Grande—Fourth Infantry Moves.

EL PASO, Sept. 5.—Border conditions today became so alarming that Colonel Bullard moved headquarters to Harlingen, twenty-six miles north of Brownsville, which is the hotbed of Mexican banditry in the lower Rio Grande valley.

The entire Twenty-sixth Infantry is now in the field, with several troops of cavalry, two batteries of artillery and a scout aeroplane.

Mexican bandits have cut the telegraph wires between Brownsville and San Benito and San Benito Harlingen. Brigandage continues all along the border.

The Fourth Infantry reached Brownsville today to replace the Twenty-sixth.

The Mexicans are attempting to sever all communication between Brownsville and the scene of the fighting near Hidalgo yesterday.

25 BANDITS KILLED.

At least twenty-five bandits are reported to have been killed in the Hidalgo encounter. Private John Salvid, of Troop D, Third Cavalry, was shot in the hip. No other American casualties are reported.

The telegraph wires between San Benito and Brownsville and Harlingen were cut last night. United States troops were immediately called to quarters.

WHAT HO! MEXICO SEES REVOLT HERE

Carranza Organ Says Wages Are Raised to \$4.50 to Stop Civil War.

The United States faces civil war again and President Wilson has raised wages of all laborers to \$4.50 a day to keep down revolution in the South. At least that's what the Mexicans have heard. Here's a San Antonio dispatch which tells how the Mexicans keep abreast of the turbulent internal affairs of this country:

"To quell a revolution sweeping the Southern States, President Wilson has seen fit to raise the wages of laborers from \$3.50 to \$4.50 a day. This measure was taken on account of the growth of the Texas revolution."

This is a quotation from headlines in El Constitucional of Monterey, the organ of the Carranza army of the northeast. Copies of this paper are being held in the San Antonio and Laredo postoffices and are being refused the use of the United States mails.

Austrian Envoy Involved In Diplomatic Scandal



DR. CONSTANTIN THEODOR DUMBA.

SAYS DUMBA KNEW OF U. S. STRIKE PLOT

Letter From Ambassador Seized by British Agents Said to Contain Details.

NEW YORK, Sept. 5.—In a remarkable article, the New York World prints this morning what it declares is part of a letter written by Ambassador Dumba, of Austria, and indicating his knowledge of and acquaintance in a plan to tie up big munition plants in this country to prevent the furnishing of war supplies to the allies.

The evidence is in the form of a letter said to be in the ambassador's own handwriting, found in possession of James J. F. Archibald, a well-known Washington correspondent, and addressed to Count Burián, the Austro-Hungarian foreign minister in Vienna.

This letter, with numerous others entrusted to Archibald for delivery in Berlin and the Austrian capital, was seized in Archibald's state room on the Holland-American liner Rotterdam, by British secret service men.

Saw Original Letter.

According to the World's London correspondent, who saw the original Dumba letter, it was written in New York on August 20 and referred to Archibald as a messenger who furnished a "rare and safe opportunity" to the writer to recommend certain proposals in regard to strikes in the United States.

An extract of the letter follows:

"We can disorganize and hold up for months, if not entirely prevent the manufacture of munitions in Bethlehem and the middle West, which, in the opinion of the German military attaché, is of great importance and amply outweighs the expenditure of the money involved."

The ambassador asked Burián to reply by wireless if he approved the measure.

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MEN SWORN TO KILL MOHR FOR 'LOVE AFFAIRS'

Negroes Held for Murder Say Many Threatened Wealthy Newport Doctor.

WIDOW MAY NOT BE TRIED
Chain of Evidence Arises in Her Favor, Beginning With Repudiated Confessions.

PROVIDENCE, Sept. 5.—Mrs. Elizabeth Mohr, out under \$10,000 bail on the charge of being three negroes to kill her husband, Dr. C. Franklin Mohr, wealthy physician of Newport and Providence, will never be indicted.

Such is the opinion of practically everyone here in touch with all the circumstances of the case.

Just as sudden and as overwhelming as the sweep of circumstances which resulted in her arrest, a new chain of events has unfolded to lend color to the belief that she will never come to trial.

The big surprise of the case came today when all of the accused negroes declared that many prominent Rhode Island men had sworn to kill the doctor because of his loose code of morals.

The main premise of the belief that Mrs. Mohr will never be called to trial for murder takes root in the repudiation that the negroes have now made of their confessions to the police. They say now that their sworn confessions and their public assertions to newspaper men and others were full fabrications.

Not only do they now absolve themselves from all guilt in the killing of the malpractitioner, but they say now that they had no communication and no inspiration from Mrs. Mohr. They exonerate her as completely as they involved her a few days ago.

It was only as recently as Thursday that Cecil Victor Brown, in the presence of his fellow-prisoners, Henry

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MILLIONS LOST AS FIRE RUINS 'ALLIES' GRAIN

Mammoth Elevator at Newport News Burned With 400,000 Bushels of Corn and Wheat.

ORIGIN OF FIRE A MYSTERY
Searching Investigation Begun to Determine Cause—Total Loss \$2,225,000.

NORFOLK, Sept. 5.—Destruction of the mammoth grain elevator of the Chesapeake and Ohio railroad at Newport News last night has cut off the main source of supply for British ships leaving this port with corn and wheat for the allies. The elevator, valued at \$1,000,000, contained 400,000 bushels of grain. It was estimated at noon today that the total loss occasioned by the fire would be \$2,225,000.

A searching investigation has been started to determine the cause of the conflagration. So far as is known only one life was lost in the fire, which threatened for a time to wipe out the Newport News waterfront. William Butler, a watchman, was burned to death. It is believed he was on his way to sound an alarm when he was trapped on the second floor of the burning elevator.

Origin of Fire a Mystery.

Officials of the Chesapeake and Ohio, in conjunction with the Newport News authorities, are endeavoring in every way to get some clue to the origin of the fire, which is completely shrouded in mystery.

Today only smoking embers mark the site of the big elevator.

The offices of the Holland-American Line, the United States Shipping Company, were destroyed, together with valuable books and papers. Pier 5, at which the general offices of the Chesapeake and Ohio railway were located, was also destroyed with the office building.

The fire was so hot that firemen were forced to stand off at some distance, which handicapped them in getting water on the blaze. Scores of tugs fighting the fire from the river did valuable work saving nearby piers.

Loaded Cars Saved.

Half a dozen locomotives were kept busy moving 400 carloads of grain which were standing near the burning elevator. Several cars caught fire while being moved.

The blaze was discovered in the second floor of the elevator.

COL. BOYNTON DEAD; NEWSPAPER VETERAN

For Many Years Southern Manager of the Associated Press in This City.

Col. Charles A. Boynton, for fifteen years manager of the southern division of the Associated Press, and in later years connected with that organization in an advisory capacity, died at 4 York in West Stockbridge, Mass., Monday morning in his apartment in the Oakland, in Columbia road. He was seventy-nine years old, and death was due to old age.

Colonel Boynton had been a prominent figure in Washington newspaper circles for thirty-five years. Five years ago he gave up the position of manager of the southern division of the Associated Press because of failing health.

Born in West Stockbridge, Mass., Colonel Boynton went to Ohio with his parents when seven years of age. He was a son of the late Rev. Charles B. Boynton, and his brother was the late Gen. Henry V. Boynton, a distinguished civil war veteran, and for many years an active newspaper correspondent in Washington. Colonel Boynton gained the title of colonel when appointed on the staff of the governor of Ohio.

Besides his widow, Colonel Boynton is survived by a daughter, Miss Meta Boynton, and a son, Charles H. Boynton, now engaged in business in New York but formerly a Washington newspaper man.

The Gridiron Club of which Colonel Boynton was a member, will meet tomorrow to take appropriate action on his death.

ALLIES ONLY WAITING RIGHT TIME TO STRIKE

Germany Marching to Disaster in Russia, Says Col. Barone, Italian Military Critic.

PARIS, Sept. 5.—Colonel Barone, the famous Italian military critic, who recently visited General Joffre, makes the following disclosure:

"Some people, among them the French supreme command, think that in the present circumstances a general offensive on the western front should be delayed in order that, once begun, it can be carried out without interruption."

"They are right. By pushing her advance into Russia, Germany is marching to disaster, and it is far better for the allies to await this event, and then strike."

"That is how the Franco-British commanders reason, and far from believing that they are abandoned to their fate, the Russian general staff thinks so, too."

"Joffre is not asleep. He deserves our entire and illimitable confidence."

SEVEN HUNDRED PASSENGERS AND PART OF CREW ESCAPE IN BOATS OFF THE IRISH COAST

QUEENSTOWN, Sept. 5.—The Allan line steamer Hesperian was torpedoed by a German submarine at 8:30 last night southwest of Fastnet.

On board were 700 passengers and a crew of 250. The captain and twenty of her crew are still aboard. The admiralty tugs are endeavoring to get the injured liner to port.

The Hesperian was bound for Montreal from Liverpool. The big liner which registered nearly 11,000 tons was badly damaged. All those on board except the captain and a few of the crew got away in boats. It is not known up to this hour whether any lives were lost or whether any Americans were passengers.

Admiralty tugs came to the assistance of the Hesperian and are endeavoring to tow her to port.

ENGLISH WARSHIPS ACTIVE IN ARCTIC

BERLIN (by wireless to Sayville), Sept. 5.—Eight English warships have arrived off Spitzbergen islands in the Arctic, according to a dispatch from Tromsø, Norway.

They sent a landing party ashore, partly destroyed the German meteorological station and took the German staff prisoners.

Read, Stutterers! No More Troubles

New York Doctor Discovers X-Ray Treatment For Af-Fiction.

NEW YORK, Sept. 5.—Let the stutterers rejoice. There is free speech ahead for them, according to Dr. William Browning in the current number of the Medical Record. The cure lies in X-ray treatment, which produces a progressive diminution in the area of thymic disease and a disappearance of the stammering.

Dr. Browning's experience shows that stammering is associated at the start with the presence of an enlarged thymus.

He says that the use of the X-ray for the cure of stammering requires special skill. Two to four treatments should be given at intervals of five to fifteen days after which a pause should be made for several weeks.

Five Killed, Four Injured in Wreck

Freight Train Hits Rock Slide Near Roanoke and Is Destroyed.

ROANOKE, Sept. 5.—Five persons, two trainmen and three negro tramps were sent to instant death, and four others, two trainmen and two more negro tramps, were seriously injured yesterday when a freight train struck a small rock slide, nine miles south of Roanoke, on the Winston-Salem division of the Norfolk and Western railway, totally wrecking two engines and seven cars, four of which were high capacity coal hoppers.

The dead are: GARFIELD W. MARTIN, Roanoke, fireman; CHARLES H. COLEMAN, Roanoke, engineer.

Three unidentified negroes.

NEW YORK, Sept. 5.—According to ship news records here the Hesperian left Liverpool on August 17. She arrived at Liverpool on August 27. When torpedoed, therefore, she was evidently making a return trip to her home port. She evidently left Liverpool on Friday.

The Hesperian is a twin screw steamer of nearly 11,000 tons gross, built in 1908.

The torpedoing of the Hesperian caused much excitement here.

Ambassador Bernstorff, in his letter to Secretary of State Lansing on Wednesday last specifically stated that "liners will not be sunk by our submarines without warning and without safety of the lives of noncombatants, providing that the liners do not try to escape or offer resistance."

The question now uppermost here is whether the Hesperian received a warning, and further details are anxiously awaited.

Germany Promised Safety For Liners

"Liners will not be sunk by our submarines without warning and without safety of the lives of non-combatants, providing that the liners do not try to escape or offer resistance."

This was the promise given the American Government only last Wednesday by Count von Bernstorff, the German ambassador, in presenting to Secretary of State Lansing a written memorandum which was presumed to have closed the submarine controversy between the United States and Germany.

The news of the attack on the Hesperian whether or not later dispatches show Americans to have been abashed—comes as a shock to official Washington and again electrifies the international situation.

Crisis Revived.

The crisis thought to have passed will be revived and intensified should reports demonstrate that the Hesperian was not warned or that she was attacked in the absence of any effort to escape.

Even if no Americans were aboard the ship, the Wilson notes have been predicted on the broad ground of the rights of neutrals, and the fact that apparently Germany has violated her promise, less than a week old, is fraught with serious consequences—the more minor of which is American distrust of German assurances.

In his memorandum filed with the State Department, the German ambassador announced a modification of Germany's submarine policy, which, evidently, was to apply to all "non-combatants," whether or not they were American citizens.

It was asserted that Germany's change of submarine policy had been ordered prior to the sinking of the Arabic, which was disavowed by the Kaiser's government.

"This policy of my government," said the German ambassador's note to the Secretary of State, "was decided on before the Arabic incident occurred."

Implication Plain.

The implication was plain that Germany had been so impressed with the justice of the American attitude regarding the sinking of the Lusitania that it had instructed her submarines commanders to spare all liners except those offering resistance.

The supposed sinking of the submarine which sent the Arabic down has prevented the filing of a report by the commander of that vessel as to his